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1-12. (CANCELED)

13. (CURRENTLY AMENDED) A shifting mechanism for a multiple change-over gear, the shifting mechanism comprising:

an axially displaceable and pivoted gearshift lever shaft;

at least one shift finger located on the gearshift lever shaft;

switching wings operatively connected respectively with a synchronization and coupling device for a plurality of wheels supported on at least one wheel set shaft of a gearing unit; and

cams located on the switching wings[[.]] with which the at least one shift finger meshes during a gear ratio modification, and the cams axially displacing the switching wings,

each of the switching wings (13, 39, 40, 41, 42, 43, 44) [[is]] being assigned to at least one specific shift finger (3, 4, 5, 6, 7, 8, 9),

the cam (36, 47, 50) of each of the switching wings [[has]] having an essentially U-shaped cross section profile with a short shank (11) and a long shank (12), [[the]] a length of the short shank (11) [[is]] being selected such that, in a first [[case]] position, in a non-deviated position (N), the assigned shift finger [[is]] being displaced laterally away over the short shank (11) to communicate with the long shank (12) and deflect the switching wing[[.]] and, in a second [[case]] position, [[is]] being constructed for return movement of the switching wing to the non-deviated position (N) against the short shank (11).

14. (PREVIOUSLY PRESENTED) The switching mechanism according to claim 13, wherein the cams (36, 47, 50) are not concentrically connected with a connecting segment (10) of the respective switching wings (13, 39, 40, 41, 42, 43, 44).

15. (CURRENTLY AMENDED) The switching mechanism according to claim 14, wherein the switching wings (13, 39, 40, 41, 42, 43, 44) are respectively pivoted

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[[in]] on a swingable pivot (14, 35) and have a meshing element (15, 51) on an end that guides [[from]] the cam (36, 47, 50).

16. (PREVIOUSLY PRESENTED) The switching mechanism according to claim 15, wherein the meshing element (15, 51) is operatively connected with the assigned synchronization and coupling device of the change-over gear.

17. (CURRENTLY AMENDED) The switching mechanism according to claim 13, wherein a pivoted shift lever (31, 45, 46) features a first cam (33) which meshes with a shift finger of the gearshift lever shaft (2), the pivoted shift lever (31, 45, 46) has a meshing element (34), on an opposite end, ~~a meshing element (34)~~; which protrudes into a zone of contact of [[a]] the cam (36, 50) of the switching wing (13, 39, 40, 41, 42, 43, 44).

18. (PREVIOUSLY PRESENTED) The switching mechanism according to claim 13, wherein the shift fingers (3, 4, 5, 6, 7, 8, 9) are arranged on the gearshift lever shaft (2) in axially variable positions and have variable lengths.

19. (CURRENTLY AMENDED) The switching mechanism according to claim 13, wherein the cams (36, 47, 50) of the switching wings (13, 39, 40, 41, 42, 43, 44) feature have variable lateral distances from the gearshift lever shaft (2).

20. (CURRENTLY AMENDED) The switching mechanism according to claim 13, wherein the short and the long shanks (11, 12) of the cams (33, 36, 47, 50) of one or more of the switching wings (13, 39, 40, 41, 42, 43, 44) and the shift lever (31, 45, 46) are positioned in ~~such a way in~~ the switching mechanism (1) such that ~~that~~ when shifting into a first gear (G1), a first assigned shift finger (3) moves freely over the short shank (11) of the a first cam (50) in ~~the~~ a direction of the long shank (12), while a second shift finger (4) of a second gear (G2) located in a same switching lane, ~~moving~~ moves away from the long shank (49) of a second cam (47) assigned to the second gear (G2), moves freely over a third shank (48).

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21. (CURRENTLY AMENDED) The switching mechanism according to claim 13, wherein the switching mechanism is arranged on one of a five-speed or a six-speed change-over gear[[,]] whose axial wheel set arrangement, starting from a low gear element, is as follows: ~~Reverse~~ reverse gear (RG) and second gear (G2), fourth gear (G4) and sixth gear (G6), third gear (G3) and first gear (G1), fifth gear (G5) and, in a case of a seven-gear gearing unit, seventh gear (G7).

22. (CURRENTLY AMENDED) The switching mechanism according to claim 21, wherein the gearing unit is a ~~back-gearing~~ rear gear unit with ~~one of one or two at~~ least one counter shaft[[s]] and at least one gearing unit primary shaft.

23. (CURRENTLY AMENDED) The switching mechanism according to claim 21, wherein the gearing unit is a one of a double coupling unit, a manual change-over gear unit and an automatically shiftable change-over gear unit with only one low gear and switch coupling.

24. (CURRENTLY AMENDED) The switching mechanism according to claim 13, wherein the switching mechanism is operated by an external switching mechanism [[with]] having an H-gear shifting gate (16).

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